Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA012 **Length Miles:** 0.9

Location Tehama/Shasta County Line to Gas Point Road **Directional:** No

PM Limit R0.00 / R0.9 **Exit #'s:** 664

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted; Alternate Route Available.

Facility Concept

Present: Four-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 70-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor:	0.92	**Climbing Lane (s):**	No
Number of Lanes:	4		
Terrain:	Level	**Lane Width:**	12 ft
Grade:	N/A	**In/Outside Shoulder:**	2 ft/10 ft
Percent Trucks:	15%	**Posted Speed:**	70 mph
Percent RVs:	2%	**Median Barrier:**	Yes
K factor:	0.10	**Median Width:**	78-84 ft
Interchange Density:	0.5	**Median Type:**	Unpaved; Separate Structures
Directional Split:	57% (North pm)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	42000	4200	19.9	C	
2010	52000	5200	25.2	C	
2015	60000	6000	31.8	D	
2020	68000	6800	39.2	E	C
2025	76000	7600	>45	F	C
2030	84000	8400	>45	F	D

[1]Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description

This freeway segment begins at the Tehama/Shasta County line on the Cottonwood Creek Bridge and ends at Gas Point Road Interchange. There is one rural interchange at Gas Point Road. The segment runs through southern Shasta County and the community of Cottonwood. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 14% AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and two-foot inside shoulders. Three structures exist in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes

Significant Land Uses

Land uses currently in this segment include freeway commercial surrounding the Gas Point Road Interchange with gas stations and restaurants. There is also retail, single and multi-family residential, general commercial, and agricultural. The cumulative effect for the residential projects in the community of Cottonwood has lead to significant traffic growth. This growth is expected to continue.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2015. Expand freeway to six lanes. Reconstruct Gas Point Interchange. Improve traffic operations through ITS.

General Issues

The Sacramento River runs parallel to the segment. Structures shoulders and inside shoulders do not meet current standard for shoulder width. To address impacts from ongoing development, a traffic impact fee program was adopted for the Gas Point Road area. The fee program includes improvements at two interchanges (Gas Point Road and Main Street).

Caltrans

Segment 12
Tehama County
Shasta County
PM R0.0/R0.9

D2

I-5 Project Sheet
Segment 12-Tehama/Shasta County Line to Gas Point Road (Shasta PM R0.00/R0.91)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
In-Progress						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Expansion	**Capacity**	**SHA R0.00/R0.91**	**TBD**	**TBD**	**See Figure 3 pages 44-45**	**TBD**
Expand freeway to six lanes.						

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA013 **Length Miles:** 3.4

Location Gas Point Road to Deschutes Road Undercrossing **Directional:** No

PM Limit R0.9 / R4.3 **Exit #'s:** 664, 665, 667

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted to PM 1.91 with Alternative Route Available; Allowed rest of segment.

Facility Concept

Present: Four-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 70-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor:	0.92	**Climbing Lane (s):**	No
Number of Lanes:	4		
Terrain:	Rolling	**Lane Width:**	12 ft
Grade:	N/A	**In/Outside Shoulder:**	2 ft/10 ft
Percent Trucks:	14%	**Posted Speed:**	70 mph
Percent RVs:	2%	**Median Barrier:**	Yes
K factor:	0.10	**Median Width:**	60-84 ft
Interchange Density:	0.5	**Median Type:**	Unpaved; Separate Structures
Directional Split:	57% (North pm)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS
2005	52000	5200	29.9	D	
2010	63000	6300	22.3	C[1]	
2015	71000	7100	25.8	C[1]	
2020	81000	8100	31.5	D[1]	
2025	87000	8700	34.8	D[1]	
2030	94000	9400	43.3	E[1]	

[1]Post 2010 reflects completion of Cottonwood Hills Climbing Lane Project funded in the Corridor Mobility Improvement Account. Project will expand freeway to six lanes. See "Segment Improvements" and "Project Sheets" on following pages.

Interstate 5 Segment Fact Sheet

Segment Description

This freeway segment begins at Gas Point Road Interchange and ends at Deschutes Road Undercrossing. There is one urbanized undercrossing at Deschutes Road. The segment runs through the community of Cottonwood and ends as the City of Anderson's southern boundary. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 12% AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and two-foot inside shoulders. Four structures exist in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 273 and Deschutes Road

Significant Land Uses

Land uses currently in this segment include multi- and single-family residential, general commercial, and agricultural. Large retail centers exist near the Deschutes Road Undercrossing, including shopping outlets, a large retail store with a shopping center, an RV sales lot, and a truck sales retailer. The cumulative effect for the residential projects in the community of Cottonwood has lead to significant traffic growth. This growth is expected to continue. This segment was once traditional agricultural and rural residential areas, but now are experiencing residential and general commercial development pressure. Future proposed land uses include: multi- and single-family residential subdivisions, 80-acre horse ranch, and general commercial developments. The potential for traffic growth is significant.

Traffic Projections

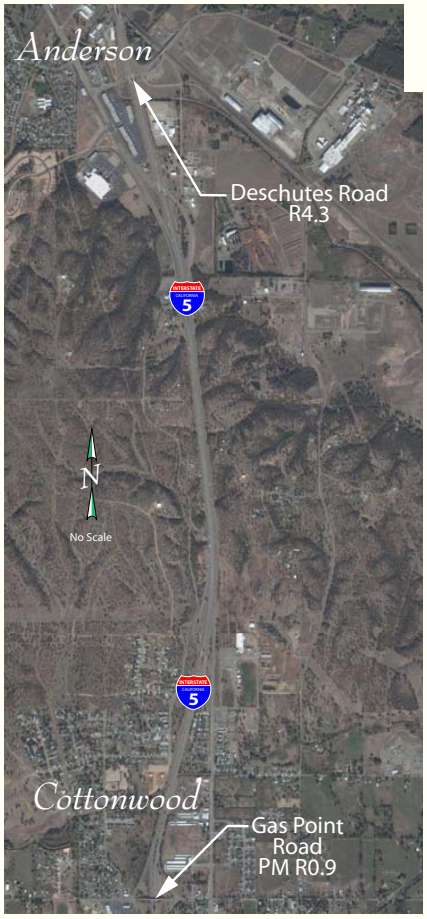
Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Exceeds Concept LOS (C/D threshold) in 2005. Segment will be expanded to six lanes in 2011 (Cottonwood Hills Truck Climbing Lanes Project). Reconstruct Deschutes Road Interchange. Improve traffic operations through ITS.

General Issues

Cottonwood Hill uphill northbound grade impacts truck travel speeds. Structures shoulders and inside shoulders do not meet current standard for shoulder width.



Caltrans

Segment 13
Shasta County
PM R0.9/R4.3

D2

Project Sheet
Segment 13-Gas Point Road to Deschutes Road (Shasta PM R0.91/R4.3)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor

Completed

In-Progress

Cottonwood Hills Truck Climbing Lane	**Mobility Improvements**	**SHA R1.2/R4.2**	**2010**	**CMIA/STIP**	**$23,100,000**	**Caltrans/Shasta RTPA**
On I-5 in Shasta County, just north of Gas Point Road Interchange to Deschutes Road Interchange, this project adds northbound and southbound truck climbing lanes. Traffic is subject to a mile-long upgrade of 2.5% to 2.9% in each direction at the Cottonwood Hill location. Freeway onramp grades are even steeper at 4.6%. With 27% of the traffic being trucks or recreational vehicles, congestion is occurring due to the slower moving vehicles. A southbound truck climbing lane will be constructed from Deschutes Interchange south to the North Cottonwood Main Interchange. A northbound truck climbing lane will be constructed from just south of the North Cottonwood Main Interchange north to the SR 273 Interchange.						
North Cottonwood, Sweetbriar, and Tunnel Gulch Viaduct	**Bridge Seismic Restoration**	**SHA R1.9, R30.6, & R60.8**	**2011**	**SHOPP**	**$10,600,000**	**Caltrans**
SHA 5 seismic strengthening.						

Future

Expand TMS	**Transportation Management Systems**	**Various on entire corridor**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Cable Median Barrier	**Safety**	**SHA R4.2/R8.5 & R12.1/16.2**	**2009**	**SHOPP**	**$4,700,000**	**Caltrans**
Install cable median barrier.						
Expansion	**Capacity**	**SHA R0.91/R1.2**	**TBD**	**TBD**	**See Figure 3 pages 44-45**	**TBD**
Expand freeway to six lanes.						

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA014 **Length Miles:** 2.4

Location Deschutes Road Undercrossing to Riverside Avenue **Directional:** No

PM Limit R4.3 / R6.7 **Exit #'s:** 667, 668, 670

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted; Alternate Route Available.

Facility Concept

Present: Four-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 70-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lane. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor:	0.95	**Climbing Lane (s):**	No
Number of Lanes:	4		
Terrain:	Level	**Lane Width:**	12 ft
Grade:	N/A	**In/Outside Shoulder:**	2 ft/10 ft
Percent Trucks:	17%	**Posted Speed:**	70 mph
Percent RVs:	2%	**Median Barrier:**	Yes
K factor:	0.09	**Median Width:**	60 ft
Interchange Density:	0.5	**Median Type:**	Unpaved; Separate Structures
Directional Split:	54% (North am)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	50000	4500	19.8	C	
2010	60000	5400	24.1	C	
2015	68000	6100	28.3	D	
2020	81000	7300	38.6	E	C
2025	89000	8000	>45	F	C
2030	93000	8400	>45	F	C

[1]Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description

This freeway segment begins at Deschutes Road Interchange and ends at Riverside Avenue. There are two urbanized interchanges at Balls Ferry/North Street and Riverside Avenue. The segment passes through the City of Anderson. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 13% AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and two-foot inside shoulders. Nine structures exist in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 273 and Deschutes Road

Significant Land Uses

Land uses currently in this segment consist of freeway commercial and retail at Balls Ferry/North Street. There is also multi- and single-family residential, general commercial, and agriculture. To the east and west, there is the City of Anderson limits with additional housing and services. To the east, there is a hotel resort (120-unit), restaurant, and conference center containing 120 units that you can access of Riverside Avenue or North Street. Future traffic growth is expected to continue with additional residential housing and general commercial being developed in this segment.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2010. Expand freeway to six lanes. Reconstruct Riverside Avenue Interchange. Improve traffic operations through ITS.

General Issues

Structures shoulders and inside shoulders do not meet current standard for shoulder width.

Caltrans

Segment 14
Shasta County
PM R4.3/R6.7

D2

I-5 Project Sheet
Segment 14-Deschutes Road to Riverside Avenue (Shasta PM R4.3/R6.7)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
Sacramento River Bridges	**Bridge Restoration**	**SHA R6.4/R7.6**	**2001**	**SHOPP**	**$17,450,000**	**Caltrans**
Replace bridge (scour).						
In-Progress						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Cable Median Barrier	**Safety**	**SHA R4.2/R8.5 & R12.1/16.2**	**2009**	**SHOPP**	**$4,700,000**	**Caltrans**
Install cable median barrier.						
Expansion	**Capacity**	**SHA R4.3/R6.7**	**TBD**	**TBD**	**See Figure 3 pages 44-45**	**TBD**
Expand freeway to six lanes.						

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA015 **Length Miles:** 3.1

Location Riverside Avenue to Knighton Road **Directional:** No

PM Limit R6.7 / R9.8 **Exit #'s:** 670, 673

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted; Alternate Route Available.

Facility Concept

Present: Four-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 70-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lane. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor:	0.95	**Climbing Lane (s):**	No
Number of Lanes:	4		
Terrain:	Level	**Lane Width:**	12 ft
Grade:	N/A	**In/Outside Shoulder:**	2 ft/10 ft
Percent Trucks:	12%	**Posted Speed:**	70 mph
Percent RVs:	1%	**Median Barrier:**	Yes
K factor:	0.09	**Median Width:**	60 ft
Interchange Density:	0.5	**Median Type:**	Unpaved; Separate Structures
Directional Split:	56% (South pm)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	52000	4700	20.8	C	
2010	61000	5500	24.9	C	
2015	69000	6200	29.4	D	
2020	78000	7000	36.4	E	C
2025	86000	7700	40.0	F	C
2030	90000	8100	>45	F	C

[1]Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description

This freeway segment begins at Riverside Avenue Interchange and ends at Knighton Road Interchange. There is one urbanized interchange at Knighton Road. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 9% AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and two-foot inside shoulders. Three structures exist in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 273, Deschutes Road and Airport Road

Significant Land Uses

This segment's land uses contain multi- and single-family residential and agricultural. Many of the the homes are on rural lots of five acres or more. To the east, there is a major truck stop facility at Knighton Road. A few miles to the east, there is Stillwater Buisness Park. This park has 700 acres suited for industrial and office buidlings. The lots are "ready to go," but have no current occupants. To the west, there are numerous mobile home parks an an RV resort. This road provides access to the Redding Municipal Airport and industrial businesses. Agricultural is prime near the Sacramento River. Traditional agricultural areas in this segment are experiencing residential, general commercial, industrial, and retail development pressure at the Knighton Road Interchange. The potential for the increase in traffic is significant.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2015. Expand freeway to six lanes. Improve traffic operations through ITS.

General Issues

The Sacramento River runs parallel to the segment. Major truck stop facility at Knighton Road. Significant access to Redding Municipal Airport and Stillwater Business Park off of Knighton Road. Several structures do not meet current standards for shoulder width.

Caltrans

Segment 15
Shasta County
PM R6.7/R9.8

D2

I-5 Project Sheet
Segment 15-Riverside Avenue to Knighton Road (Shasta PM R6.7/R9.8)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
Sacramento River Bridges	**Bridge Restoration**	**SHA R6.4/R7.6**	**2001**	**SHOPP**	**$17,450,000**	**Caltrans**
Replace bridge (scour).						
In-Progress						
Cable Median Barrier	**Safety**	**SHA R4.2/R8.5 & R12.1/16.2**	**2009**	**SHOPP**	**$4,642,000**	**Caltrans**
Install cable median barrier.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Expansion	**Capacity**	**SHA R6.7/R9.8**	**TBD**	**TBD**	**See Figure 3 pages 44-45**	**TBD**
Expand freeway to six lanes.						

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA016 **Length Miles:** 2.4

Location Knighton Road to South Bonnyview Road **Directional:** No

PM Limit R9.8 / R12.2 **Exit #'s:** 673, 675

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted; Alternate Route Available.

Facility Concept

Present: Four-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 55-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor:	0.95	**Climbing Lane (s):**	No
Number of Lanes:	4		
Terrain:	Level	**Lane Width:**	12 ft
Grade:	N/A	**In/Outside Shoulder:**	2 ft/10 ft
Percent Trucks:	12%	**Posted Speed:**	70 mph
Percent RVs:	1%	**Median Barrier:**	Yes
K factor:	0.09	**Median Width:**	84 ft
Interchange Density:	0.5	**Median Type:**	Unpaved
Directional Split:	56% (South pm)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	55000	5000	22.4	C	
2010	65000	5900	26.7	D	
2015	73000	6600	31.1	D	C
2020	82000	7400	37.9	E	C
2025	89000	8000	>45	F	C
2030	92000	8300	>45	F	C

[1]Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description

This freeway segment begins at Knighton Road Interchange and ends at South Bonnyview Road Interchange. There is one urbanized interchange at South Bonnyview Road. This segment is inside the city of Redding limits. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 11% AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and two-foot inside shoulders. Three structures exist in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 273, Deschutes Road, Airport Road, Churn Creek Road, and Bechelli Lane

Significant Land Uses

Land uses in this segment include freeway commercial with restaurant establishments, retail, and gas stations. A few hotels exist in this segment. There is also valley floor agricultural (prime areas near Sacramento River), open space/greenbelt, general commercial, industrial, and multi- and single-family residential. Some of the residential is on rural small lots. The potential for growth is significant with proposed residential, general commercial, and industrial.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2010. Expand freeway to six lanes. Reconstruct South Bonnyview Interchange. Improve traffic operations through ITS.

General Issues

Traffic in this urban center of the City of Redding is significant. South Bonnyview Interchange provides a key link to SR 273. Churn Creek Road provides a key link to other local routes. Structures shoulders and inside shoulders do not meet current standard for shoulder width. The Sacramento River runs parallel to the segment. Smith Road Overcrossing (06-0138L/R) has oversize height restrictions.

Caltrans

Segment 16
Shasta County
PM R9.8/R12.2

D2

I-5 Project Sheet
Segment 16-Knighton Road to South Bonnyview Road (Shasta PM R9.8/R12.2)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor

Completed

In-Progress

Cable Median Barrier	**Safety**	**SHA R4.2/R8.5 & R12.1/16.2**	**2009**	**SHOPP**	**$4,642,000**	**Caltrans**
Install cable median barrier.						

Future

Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Expansion	**Capacity**	**SHA R9.8/R12.2**	**TBD**	**TBD**	**See Figure 3 pages 44-45**	**TBD**
Expand freeway to six lanes.						

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA017 **Length Miles:** 2.2

Location South Bonnyview Road to Cypress Avenue **Directional:** No

PM Limit R12.2 / R14.4 **Exit #'s:** 675, 677

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted; Alternate Route Available.

Facility Concept

Present: Four-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 55-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor:	0.95	**Climbing Lane (s):**	No
Number of Lanes:	4		
Terrain:	Level	**Lane Width:**	12 ft
Grade:	N/A	**In/Outside Shoulder:**	2 ft/10 ft
Percent Trucks:	11%	**Posted Speed:**	65 mph
Percent RVs:	1%	**Median Barrier:**	Yes
K factor:	0.08	**Median Width:**	84 ft
Interchange Density:	0.7	**Median Type:**	Unpaved
Directional Split:	58% (South pm)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	59000	4700	23.6	C	
2010	72000	5800	29.5	D	
2015	80000	6400	34.4	D	C
2020	89000	7100	42.7	E	C
2025	95000	7600	>45	F	C
2030	95000	7800	>45	F	C

[1]Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description

This freeway segment begins at South Bonnyview Road Interchange and ends at Cypress Avenue Interchange. The segment contains an urbanized interchange at Cypress Avenue. This segment is inside the City of Redding limits. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 10% AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Nine structures exist in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 273, Deschutes Road, Churn Creek Road, and Bechelli Lane

Significant Land Uses

This is the urban center of Redding. Freeway commercial surrounds the Cypress Avenue Interchange with gas stations, restaurant establishments, retail shopping, and offices. Additional land uses include general commercial with lots of shopping centers, restaurant establishments, city hall offices, hotels, auto dealerships, schools, Hilltop Drive commercial, Mistletoe industrial, and multi- and single-family residential. Future developmental potential is limited to infill and redevelopment. Cypress is a key connection to the east and west sides of Redding and crosses over the Sacramento River.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2010. Expand freeway to six lanes. Improve traffic operations through ITS.

General Issues

Traffic in this urban center of the City of Redding is significant. The weaving areas between South Bonnyview Road and Cypress Avenue affects mainline operation. Cypress Avenue provides one of a only a few key east-west crossings of the Sacramento River. The Sacramento River runs parallel to the segment. Hartnell Road Overcrossing (06-0124L/R) has oversize height restrictions.

Caltrans

Segment 17
Shasta County
PM R12.2/R14.4

D2

I-5 Project Sheet
Segment 17-South Bonnyview Road to Cypress Avenue (Shasta PM R12.2/R14.4)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor

Completed

In-Progress

Cable Median Barrier	**Safety**	**SHA R4.2/R8.5 & R12.1/16.2**	**2009**	**SHOPP**	**$4,642,000**	**Caltrans**
Install cable median barrier.						
South Redding Six lane	**Mobility Improvements**	**SHA R11.R17.5**	**TBD**	**STIP**	**$40,777,000**	**Caltrans/Shasta RTPA**
ENVIRONMENTAL ONLY. The section of I-5 from the Bonnyview Road Interchange north to the I-5/SR 44 freeway to freeway interchange has the highest traffic volumes and the highest levels of congestion on Interstate 5 north of Sacramento to the Oregon State line. This project proposes to add a median lane in each direction to add capacity, improve operations, and reduce congestion. Without these improvements, this segment will operate at Level of Service F within the next years. It is estimated that the project will Improve mobility by reducing the number of average annual vehicle hours of delay by 136,636 hours.						

Future

Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Expansion	**Capacity**	**SHA R12.2/R14.4**	**TBD**	**TBD**	**See Figure 3 pages 44-45**	**TBD**
Expand freeway to six lanes.						

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA018 **Length Miles:** 1.0

Location Cypress Avenue to SR 44 Separation (Central Redding) **Directional:** No

PM Limit R14.4 / R15.4 **Exit #'s:** 677, 678, 678A, 678B

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted; Alternate Route Available.

Facility Concept

Present: Four-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 55-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor:	0.95	**Climbing Lane (s):**	No
Number of Lanes:	4		
Terrain:	Level	**Lane Width:**	12 ft
Grade:	N/A	**In/Outside Shoulder:**	5 ft/10 ft
Percent Trucks:	11%	**Posted Speed:**	65 mph
Percent RVs:	2%	**Median Barrier:**	Yes
K factor:	0.09	**Median Width:**	84 ft
Interchange Density:	1.8	**Median Type:**	Unpaved; Separate Structures
Directional Split:	54% (South pm)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	67000	6000	29.1	D	
2010	77000	6900	35.5	E	
2015	87000	7800	>45	F	C
2020	94000	8500	>45	F	D
2025	100000	9000	>45	F	D
2030	103000	9300	>45	F	D

[1]Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description

This freeway segment begins at Cypress Avenue and ends at the SR 44 Separation (Central Redding). There is one urbanized interchange at SR 44 Separation (Central Redding). This segment is inside the City of Redding limits. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 10% AADT). There is an auxiliary lane in each direction between Cypress Avenue and the SR 44 Separation. In addition to the auxiliary lanes, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside paved shoulders. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 44, SR 273, and Deschutes Road, Churn Creek Road, Shasta View Drive, Hilltop Drive, Old Oregon Trail

Significant Land Uses

This is the urban center of Redding. Existing land uses include freeway commercial with gas stations, retail shopping, offices, and restaurant establishments. SR 44 allows access to downtown Redding with general commercial, hotels, office buildings, hospitals, multi- and single-family residential, and Sundial Bridge recreation and Turtle Bay Museum. There is also general commercial and hotels at Hilltop Drive and Dana Drive. Future developmental potential is limited to infill and redevelopment.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Already exceeds Concept LOS (C/D threshold) in 2005. Expand freeway to six lanes. Post twenty-year concept expand to eight lanes. Improve traffic operations through ITS.

General Issues

Traffic in this urban center of Redding is significant. This segment has the highest traffic volume in Caltrans District 2. The weaving areas between Cypress Avenue and SR 44 Separation affects mainline operation. The Sacramento River runs parallel to the segment. SR 44 is one of only a few key east-west crossings of the Sacramento River. Congestion on SR 44 and vicinity of I-5 Interchange in both am and pm peak periods. Structures shoulders and inside shoulders do not meet current standard for shoulder width.

Caltrans

Segment 18
Shasta County
PM R14.4/R15.4

D2

I-5 Project Sheet
Segment 18-Cypress Avenue to SR 44 Separation (Shasta PM R14.4/R15.4)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
In-Progress						
I-5/SR 44 Direct Connector	**Operational Improvements**	**SHA R15.0/R15.8**	**2010**	**SHOPP**	**$11,818,000**	**Caltrans**
Central southbound interchange collector distributor.						
Cable Median Barrier	**Safety**	**SHA R4.2/R8.5 & R12.1/16.2**	**2009**	**SHOPP**	**$4,642,000**	**Caltrans**
Install cable median barrier.						
South Redding Six lane	**Mobility Improvements**	**SHA R11.R17.5**	**TBD**	**STIP**	**$40,777,000**	**Caltrans/Shasta RTPA**
ENVIRONMENTAL ONLY. The section of I-5 from the Bonnyview Road Interchange north to the I-5/SR 44 freeway to freeway interchange has the highest traffic volumes and the highest levels of congestion on Interstate 5 north of Sacramento to the Oregon State line. This project proposes to add a median lane in each direction to add capacity, improve operations, and reduce congestion. Without these improvements, this segment will operate at Level of Service F within the next years. It is estimated that the project will Improve mobility by reducing the number of average annual vehicle hours of delay by 136,636 hours.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations						
Central Redding Interchange	**Mobility Improvements**	**SHA R14.5/R16.2**	**TBD**	**TBD**	**$60,654,000**	**TBD**
Eliminate all weaves at this freeway-to-freeway interchange by replacing the southbound to eastbound loop ramp with a direct connector ramp. The currently programmed SHOPP project addresses weave conditions on I-5, but does not improve congested weave operations on SR 44 through the interchange.						
East Redding Separator 06-0126R	**Bridge Preservation**	**SHA R15.43**	**2014**	**SHOPP**	**$2,800,000**	**Caltrans**
Upgrade vertical clearance.						
East Redding Separator 06-0126L	**Bridge Preservation**	**SHA R15.43**	**2014**	**SHOPP**	**$700,000**	**Caltrans**
Upgrade vertical clearance.						
I-5/SR 44W Connector 06-126G	**Bridge Preservation**	**SHA R15.43**	**2014**	**SHOPP**	**$1,722,000**	**Caltrans**
Upgrade vertical clearance						
Expansion	**Capacity**	**SHA R6.7/R9.8**	**TBD**	**TBD**	**See Figure 3 pages 44-45**	**TBD**
Expand freeway to six lanes.						

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA019 **Length Miles:** 1.9

Location SR 44 Separation (Central Redding) to SR 299E Separation **Directional:** No

PM Limit R15.4 / R17.3 **Exit #'s:** 678, 678A, 678B, 680

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted; Alternate Route Available.

Facility Concept

Present: Four-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 55-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor:	0.95	**Climbing Lane (s):**	No
Number of Lanes:	4		
Terrain:	Level	**Lane Width:**	12 ft
Grade:	N/A	**In/Outside Shoulder:**	5 ft/10 ft
Percent Trucks:	11%	**Posted Speed:**	65 mph
Percent RVs:	1%	**Median Barrier:**	Yes
K factor:	0.09	**Median Width:**	84 ft
Interchange Density:	1	**Median Type:**	Unpaved; Separate Structures
Directional Split:	54% (South pm)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	58000	5200	27.9	D	
2010	67000	6000	33.7	D	
2015	77000	6900	44.2	E	C
2020	86000	7700	>45	F	D
2025	94000	8500	>45	F	D
2030	99000	8900	>45	F	D

[1]Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description

This segment begins at the State Route 44 Separation (Central Redding) and ends at SR 299E Separation. The segment contains an urbanized interchange at SR299E Separation. This segment is inside the City of Redding limits. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 9% AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Five structures exist in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 299E, SR 273, Deschutes Road, Churn Creek Road, Shasta View Drive, Hilltop Drive, Old Oregon Trail

Significant Land Uses

Land uses include general commercial with at Hilltop Drive and Lake Boulevard, multi-and single-family residential, and institutional with access to Simpson University and Shasta College. Additionally, the communities of Bella Vista, Montgomery Creek, Burney, and Fall River are accessed via SR 299E. Future development potential along I-5 is limited to infill and redevelopment and growth in aforementioned communities on SR 299E.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Already exceeds Concept LOS (C/D threshold) in 2005. Expand freeway to six lanes. Improve traffic operations through ITS.

General Issues

Traffic in this urban center of Redding is significant. Weaving areas from off ramps affects mainline operation. East Redding Separator (06-0126L/R) and Jct SR 44 West Connector (06-0126G) have oversize height restrictions.

Caltrans

Segment 19
Shasta County
PM R15.4/R17.3

D2

I-5 Project Sheet
Segment 19-SR 44 Separation to SR 299E (Shasta PM R15.4/R17.3)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
In-Progress						
Lake Blvd SB On-ramp	**Collision Reduction**	**SHA R16.2/R17.3**	**2008**	**SHOPP**	**$1,722,000**	**Caltrans**
Lengthen on ramp merge (North of Hilltop Drive to South of SR 299).						
Cable Median Barrier	**Safety**	**SHA R4.2/R8.5 & R12.1/16.2**	**2009**	**SHOPP**	**$4,642,000**	**Caltrans**
Install cable median barrier.						
I-5/SR 44 Direct Connector	**Operational Improvements**	**SHA R15.0/R15.8**	**2010**	**SHOPP**	**$11,225,000**	**Caltrans**
Central southbound interchange collector distributor.						
South Redding Six lane	**Mobility Improvements**	**SHA R11.R17.5**	**TBD**	**STIP**	**$40,777,000**	**Caltrans/Shasta RTPA**
ENVIRONMENTAL ONLY. The section of I-5 from the Bonnyview Road Interchange north to the I-5/SR 44 freeway to freeway interchange has the highest traffic volumes and the highest levels of congestion on Interstate 5 north of Sacramento to the Oregon State line. This project proposes to add a median lane in each direction to add capacity, improve operations, and reduce congestion. Without these improvements, this segment will operate at Level of Service F within the next years. It is estimated that the project will Improve mobility by reducing the number of average annual vehicle hours of delay by 136,636 hours.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations						
Central Redding Interchange	**Mobility Improvements**	**SHA R14.5/R16.2**	**TBD**	**TBD**	**$60,654,000**	**TBD**
On I-5 in Shasta County at he I-5/SR 44 interchange. Eliminate all weaves at this freeway-to-freeway interchange by replacing the southbound to eastbound loop ramp with a direct connector ramp. The currently programmed SHOPP project addresses weave conditions on I-5, but does not improve congested weave operations on SR 44 through the interchange.						
East Redding Separator 06-0126R	**Bridge Preservation**	**SHA R15.43**	**2014**	**SHOPP**	**$2,800,000**	**Caltrans**
Upgrade vertical clearance.						
East Redding Separator 06-0126L	**Bridge Preservation**	**SHA R15.43**	**2014**	**SHOPP**	**$700,000**	**Caltrans**
Upgrade vertical clearance.						
I-5/SR 44W Connector 06-126G	**Bridge Preservation**	**SHA R15.43**	**2014**	**SHOPP**	**$1,722,000**	**Caltrans**
Upgrade vertical clearance.						
Expansion	**Capacity**	**SHA R6.7/R9.8**	**TBD**	**TBD**	**See Figure 3 pages 44-45**	**TBD**
Expand freeway to six lanes.						

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA020 **Length Miles:** 1.2

Location SR 299E Separation to SR 273N Separation **Directional:** No

PM Limit R17.3 / R18.5 **Exit #'s:** 680, 681, 681A, 681B

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted; Alternate Route Available.

Facility Concept

Present: Four-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 55-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor:	0.95	**Climbing Lane (s):**	No
Number of Lanes:	4		
Terrain:	Level	**Lane Width:**	12 ft
Grade:	N/A	**In/Outside Shoulder:**	5 ft/10 ft
Percent Trucks:	12%	**Posted Speed:**	65 mph
Percent RVs:	2%	**Median Barrier:**	Yes
K factor:	0.09	**Median Width:**	84 ft
Interchange Density:	2	**Median Type:**	Unpaved; Separate Structures
Directional Split:	54% (South pm)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	44500	4000	23.6	C	
2010	54000	4900	26.4	D	
2015	64000	5800	32.4	D	C
2020	74000	6700	>45	E	D
2025	81000	7300	>45	F	C
2030	87000	7800	>45	F	D

[1]Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description

This segment begins at the State Route 299E Separation and ends at SR 273N Separation. The segment contains two urbanized interchanges at Twin View Boulevard and SR273N Separation. This segment is inside the City of Redding limits. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 11% AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Two structures exist in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 273, Old Oregon Trail

Significant Land Uses

Land uses include freeway commercial with gas stations and retail shopping. There is also a few hotels. There is multi- and single-family residential and general commercial near Twin View, and to the west there is Caterpillar Road industrial. If the Oasis Specific Plan on the east side of I-5 encompassing 762 acres and provides for over 3 million square feet of commercial development and over 2,000 residential units develops, then this area would be significantly impacted and traffic would increase dramatically.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2010. Expand freeway to six lanes. Improve traffic operations through ITS.

General Issues

Significant weaving area. Structures shoulders and inside shoulders do not meet current standard for shoulder width.

Caltrans

Segment 20
Shasta County
PM R17.3/R18.5

D2

I-5 Project Sheet
Segment 20-SR 299E to SR 273 North/North Market Street (Shasta PM R17.3/R18.5)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
In-Progress						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations						
Expansion	**Capacity**	**SHA R6.7/R9.8**	**TBD**	**TBD**	**See Figure 3 pages 44-45**	**TBD**
Expand freeway to six lanes.						

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA021 **Length Miles:** 0.9

Location SR 273N Separation to Oasis Road **Directional:** No

PM Limit R18.5 / R19.4 **Exit #'s:** 681, 681A, 681B, 682

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Allowed

Facility Concept

Present: Six-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 55-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.95

Number of Lanes: 6

Terrain: Level

Grade: N/A

Percent Trucks: 13%

Percent RVs: 1%

K factor: 0.09

Interchange Density: 0.83

Directional Split: 54% (South pm)

Climbing Lane (s): No

Lane Width: 12 ft

In/Outside Shoulder: 5 ft/10 ft

Posted Speed: 65 mph

Median Barrier: Yes

Median Width: 36-84 ft

Median Type: Paved; Unpaved

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	46500	4200	14.6	B	
2010	58000	5200	18.2	C	
2015	68000	6100	21.4	C	
2020	80000	7200	25.3	C	
2025	87000	7800	27.8	D	
2030	94000	8500	30.8	D	

[1]No capacity-increasing projects identified for this segment.

Interstate 5 Segment Fact Sheet

Segment Description

This segment begins at the State Route 273N Separation and ends at Oasis Road Interchange. The segment contains an urbanized interchange at the Oasis Road. This segment is inside the City of Redding limits. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 10% AADT). Currently, the segment consists of a six-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Two structures exist in this segment. The median is paved with a concrete barrier.

Parallel or Connecting Routes Old Oregon Trail, Twin View Boulevard

Significant Land Uses

Current land uses consist of freeway commercial with restaurant establishments and gas stations. There is also general commercial, industrial, and multi-and single-family residential. The Oasis Specific Plan on the east side of I-5 encompasses 762 acres and provides for over 3 million square feet of commercial development and over 2,000 residential units. This is the next major growth area for the City of Redding. The plan calls for ultimate replacement of the Oasis Interchange.

Traffic Projections

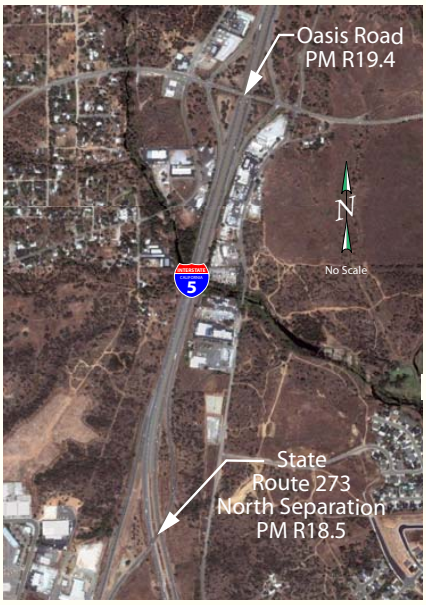
Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2025. Reconstruct Oasis Road Interchange. Improve traffic operations through ITS.

General Issues

Significant weaving area from SR 273 NB onto I-5 NB and Oasis to I-5 SB.



Caltrans

Segment 21
Shasta County
PM R18.5/R19.4

D2

I-5 Project Sheet
Segment 21-SR 273 North/North Market Street to Oasis Road (Shasta PM R18.5/R19.4)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor

Completed

In-Progress

Future

Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations						

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA022 **Length Miles:** 1.6

Location Oasis Road to Pine Grove **Directional:** No

PM Limit R19.4 / R21.0 **Exit #'s:** 682, 684

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted; Alternate Route Available.

Facility Concept

Present: Six-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 55-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor:	0.92	**Climbing Lane (s):**	No
Number of Lanes:	6		
Terrain:	Level	**Lane Width:**	12 ft
Grade:	N/A	**In/Outside Shoulder:**	5 ft/10 ft
Percent Trucks:	15%	**Posted Speed:**	65 mph
Percent RVs:	2%	**Median Barrier:**	Yes
K factor:	0.09	**Median Width:**	36 ft
Interchange Density:	0.83	**Median Type:**	Paved
Directional Split:	54% (South pm)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	38000	3400	12.8	B	
2010	44000	4000	15.0	B	
2015	50000	4500	16.8	B	
2020	57000	5100	19.1	C	
2025	61000	5500	20.9	C	
2030	65000	5900	21.8	C	

[1]No capacity-increasing projects identified for this segment.

Interstate 5 Segment Fact Sheet

Segment Description

This segment begins at the Oasis Road Interchange and ends at Pine Grove Avenue Interchange. The segment contains an urbanized interchange at Pine Grove. This segment is inside the Cities of Redding and City of Shasta Lake limits. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 12% AADT). Currently, the segment consists of a six-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Two structures exist in this segment. The median is a paved with a concrete barrier.

Parallel or Connecting Routes Old Oregon Trail, Twin View Boulevard, and Cascade Boulevard

Significant Land Uses

Current land uses consist of freeway commercial, general commercial, industrial, multi- and single-family residential. The west side of I-5 there is a large subdivision with over 150 homes. Additionally, off Pine Grove Avenue there is the Shasta Gateway Industrial Park. The Oasis Specific Plan encompasses 762 acres and provides for over 3 million square feet of commercial development and over 2,000 residential units. This is the next major growth area for the City of Redding.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

General Issues

Structures shoulders and inside shoulders do not meet current standard for shoulder width.

Caltrans

Segment 22
Shasta County
PM R19.4/R21.0

D2

I-5 Project Sheet
Segment 22-Oasis Road to Pine Grove Avenue (Shasta PM R19.4/R21.0)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor

Completed

In-Progress

Future

Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA023 **Length Miles:** 1.1

Location Pine Grove to SR 151 **Directional:** No

PM Limit R21.0 / R22.1 **Exit #'s:** 684, 685

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted; Alternate Route Available.

Facility Concept

Present: Six-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 55-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor:	0.92	**Climbing Lane (s):**	No
Number of Lanes:	6		
Terrain:	Level	**Lane Width:**	12 ft
Grade:	N/A	**In/Outside Shoulder:**	5 ft/10 ft
Percent Trucks:	16%	**Posted Speed:**	65 mph
Percent RVs:	1%	**Median Barrier:**	Yes
K factor:	0.09	**Median Width:**	36 ft
Interchange Density:	0.67	**Median Type:**	Paved
Directional Split:	54% (South pm)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	33500	3000	11.1	B	
2010	38000	3400	12.7	B	
2015	42500	3800	14.2	B	
2020	49000	4400	16.3	B	
2025	53000	4800	17.7	B	
2030	58000	5200	19.3	C	

[1]No capacity-increasing projects identified for this segment.

Interstate 5 Segment Fact Sheet

Segment Description

This segment begins at the Pine Grove Avenue Interchange and ends at SR 151 Interchange. The segment contains an urbanized interchange at SR 151. This segment is inside the City of Shasta Lake limits. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 14% AADT). Currently, the segment consists of a six-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. One structure exists in this segment. The median is paved with a concrete barrier.

Parallel or Connecting Routes SR 151, Old Oregon Trail, and Cascade Boulevard

Significant Land Uses

SR 151 (also a portion known as Shasta Dam Boulevard) is a main street for the City of Shasta Lake. Freeway commercial surrounds the SR 151 interchange. This segment also consists of multi- and single-family residential, general commercial, and governmental offices. SR 151 provides access to significant traffic generators: Shasta Dam and Shasta Lake. Both of these are tourist and recreational attractions.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

General Issues

Inside shoulders do not meet current standard for shoulder width.

Segment 23
Shasta County
PM R21.0/R22.1

5 Project Sheet
Segment 23-Pine Grove Avenue to SR 151 (Shasta PM R21.0/R22.1)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor

Completed

In-Progress

Future

Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA024 **Length Miles:** 3.9

Location SR 151 to Fawndale Road **Directional:** No

PM Limit R22.1 / R26.0 **Exit #'s:** 685, 687, 689

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Allowed

Facility Concept

Present: Four-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 50-80 mph

Clear Recovery: 30 ft

Typical Section: 4 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor:	0.88	**Climbing Lane (s):**	No.
Number of Lanes:	4		
Terrain:	Rolling	**Lane Width:**	12 ft
Grade:	N/A	**In/Outside Shoulder:**	5 ft/10 ft
Percent Trucks:	22%	**Posted Speed:**	65 mph
Percent RVs:	2%	**Median Barrier:**	Yes
K factor:	0.10	**Median Width:**	36 ft
Interchange Density:	0.67	**Median Type:**	Paved
Directional Split:	58% (North pm)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	21800	2200	15.0	B	
2010	25000	2500	17.2	B	
2015	29500	3000	20.3	C	
2020	31500	3200	21.7	C	
2025	34000	3400	23.4	C	
2030	37000	3700	25.6	C	

[1]No capacity-increasing projects identified for this segment.

Interstate 5 Segment Fact Sheet

Segment Description

This segment runs from SR 151 Interchange and ends at Fawndale Road. The segment contains two rural interchanges at Mountain Gate and Fawndale. Travel on this section of the corridor is a mixture of regional trips and longer interregional trips and goods movement (five-axle trucks 20% AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Five structures exist in this segment. There are locations to put chains on in this segment. There is a Weigh in Motion location in the northbound direction at Mountain Gate (PM R24.9). The median is paved with a concrete barrier.

Parallel or Connecting Routes Old Oregon Trail

Significant Land Uses

Segment land uses include some freeway commercial with gas stations and restaurant establishments at Mountain Gate Road and Fawndale Road. Additional land uses include recreational with RV and camping resorts, and single-family residential. Most of the multi-family housing is on five acres or more. Potential for traffic growth exists around the interchanges with general commercial and the west side of the interstate between SR 151 and Mountain Gate Interchanges with residential.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

General Issues

This is the truck chain-on and holding area when winter conditions are bad to the north. Few alternative routes and limited detours. Limited services available.

Caltrans

Segment 24
Shasta County
PM R22.1/R26.0

D2

Project Sheet
Segment 24-SR 151 to Fawndale (Shasta PM R22.1/R26.0)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor

Completed

Mountain Gate CAPM	**Roadway Preservation**	**SHA R23.0/R26.2**	**2002**	**SHOPP**	**$4,585,000**	**Caltrans**
Improve ride on road.						

In-Progress

Future

Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA025NB **Length Miles:** 2.9

Location Fawndale Road to Bridge Bay Overcrossing-NB **Directional:** Yes. NB.

PM Limit R26.0 / R28.9 **Exit #'s:** 689, 690

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Allowed

Facility Concept

Present: Four-lane freeway

Twenty-Year: Four-lane freeway

Long Range: Four-lane freeway

Future Design Concept

Design Speed: 50-80 mph

Clear Recovery: 30 ft

Typical Section: 4 lanes with climbing lane. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor:	0.88	**Climbing Lane (s):**	Yes. R26.270/R27.460
Number of Lanes:	4		
Terrain:	Mountainous	**Lane Width:**	12 ft
Grade:	5.0% (6.5% max)	**In/Outside Shoulder:**	5 ft/10 ft
Percent Trucks:	26%	**Posted Speed:**	65 mph (curve warnings)
Percent RVs:	2%	**Median Barrier:**	Yes
K factor:	0.12	**Median Width:**	4-22 ft
Interchange Density:	0.67	**Median Type:**	Paved; Unpaved; Separate Structures; Separate Grades; Sawtooth
Directional Split:	54% (North)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	11300	1400	19.3	C	
2010	13100	1600	22.4	C	
2015	14700	1800	26.2	D	
2020	16500	2000	30.3	D	
2025	17900	2100	31.7	D	C
2030	19700	2400	33.6	D	C

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.

[1]Operational project(s) identified in this segment-see "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description

The NB freeway segment begins at Fawndale Road Interchange and ends at Bridge Bay Interchange. The segment contains an rural interchange at Bridge Bay. There is a sign stating "Entering National Recreation Area-Shasta Lake from the Shasta-Trinity National Forest." Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 24% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and one to five-foot inside shoulders. There is a climbing lane at PM R26.27/R27.46. Two structures exist in this segment. One of the structures is known as the Pit River Bridge was built in 1942 by the Bureau of Reclamation as part of the Central Valley project. This bridge has a steel truss design supporting a concrete upper deck serving motorists on Interstate 5 and a lower railway used by Union Pacific Railroad. The median is mostly a sawtooth paved with a concrete barrier.

Parallel or Connecting Routes

Significant Land Uses

Segment in Shasta-Trinity National Forest. Development along I-5 in this segment includes federal and state land ownership with most of it being recreational natural lands such as Shasta Lake. Shasta Lake offers house boating, fishing, and camping. In this segment, Bridge Bay Resort features lodging, dining, grocery store/tackle and bait shop, and a marina. Future development is expected to be limited with federal and state land ownership, rough topography, and limited availability of water. At times the Bureau of Reclamation has discussed raising Shasta Dam for more water storage. If this occurs, there would need to be new freeway alignment and a new bridge.

Traffic Projections

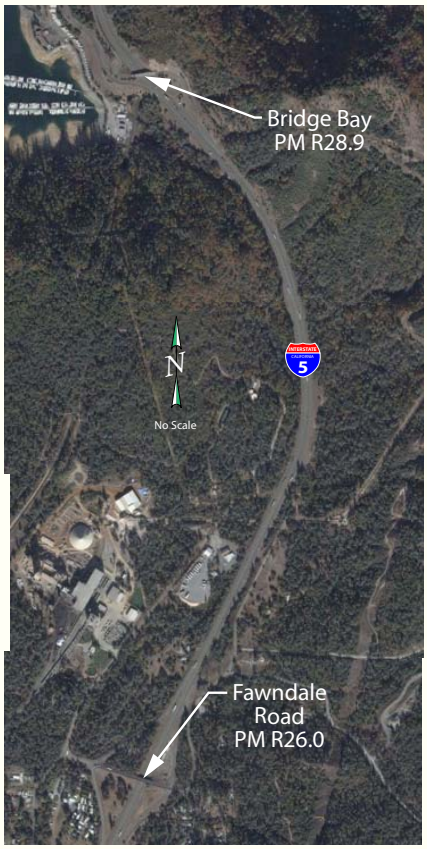
Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2015. Improve Pit River Bridge. Extend northbound truck climbing lane. Improve traffic operations through ITS.

General Issues

Uphill grade in the northbound direction. Curvilinear freeway segment because of traveling through the Sacramento River Canyon. High percentage of truck traffic limits maneuverability (creates rolling queues). Parallels the Sacramento River. Crosses Shasta Lake with the Pit River Bridge. The Pit River bridge contains an upper deck serving motorists and a lower deck used by Union Pacific Railroad. This bridge is 64-years old and near the end of its service life. Harsh winter conditions can cause the route to be closed or traffic maybe detoured. Few alternative routes and limited detours. Limited services available. Slope instability. Some structures do not have inside shoulders.



Caltrans

Segment 25
Shasta County
PM R26.0/R28.9 NB

D2

I-5 Project Sheet
Segment 25 NB-Fawndale to Bridge Bay (Shasta PM R26.0/R28.9)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
Mountain Gate CAPM	**Roadway Preservation**	**SHA R23.0/R26.2**	**2002**	**SHOPP**	**$4,585,000**	**Caltrans**
Improve ride on road.						
Gilman Median Barrier	**Safety**	**SHA R34.2/R51.8**	**2003**	**SHOPP**	**$8,932,00**	**Caltrans**
Collision reduction.						
Pit River Deck	**Emergency Response**	**SHA 27.4/R29.0**	**2006**	**Emergency FA**	**$6,500,000**	**Caltrans**
Repair bridge deck.						
Pit River Bridge Deck Protective Structure	**Bridge Rehabilitation**	**SHA R25.9/R31.2**	**2008**	**SHOPP**	**$7,000,000**	**Caltrans**
Construct protective structure.						
In-Progress						
Pit River Deck	**Bridge Preservation**	**SHA R28.0/R29.0**	**2006**	**SHOPP**	**$33,810,000**	**Caltrans**
Construct new deck.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Pit River Bridge	**Bridge Preservation**	**SHA R28.14**	**2014**	**Ten-Year SHOPP**	**$10,000,000**	**Caltrans**
Seismic Retrofit.						
Pit River Bridge	**Bridge Replacement**	**SHA R28.14**	**2017**	**Ten-Year SHOPP**	**$400,000,000**	**Caltans**
Bridge replacement.						
Truck Climbing Lane	**Operational Improvements**	**SHA R26.270/R27.460**	**2025**	**Ten-Year SHOPP**	**TBD**	**Caltrans**
Extend length of northbound truck climbing lane located at SHA R26.270/R27.460.						

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA025SB **Length Miles:** 2.9

Location Bridge Bay Overcrossing to Fawndale Road-SB **Directional:** Yes. SB.

PM Limit R28.9 / R26.0 **Exit #'s:** 690, 689

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Allowed

Facility Concept

Present: Four-lane freeway

Twenty-Year: Four-lane freeway

Long Range: Four-lane freeway

Future Design Concept

Design Speed: 50-80 mph

Clear Recovery: 30 ft

Typical Section: 4 lanes. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor:	0.88	**Climbing Lane (s):**	No
Number of Lanes:	4		
Terrain:	Rolling	**Lane Width:**	12 ft
Grade:	N/A	**In/Outside Shoulder:**	5 ft/10 ft
Percent Trucks:	26%	**Posted Speed:**	65 mph (curve warnings)
Percent RVs:	2%	**Median Barrier:**	Yes
K factor:	0.12	**Median Width:**	4-22 ft
Interchange Density:	0.5	**Median Type:**	Paved; Unpaved; Separate Structures; Separate Grades; Sawtooth
Directional Split:	57% (South pm)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	12000	1400	20.1	C	
2010	13800	1700	23.2	C	
2015	15600	1900	24.4	D	
2020	17400	2100	29.4	D	
2025	18900	2300	32.3	D	C
2030	20700	2500	37.3	E	C

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.

[1]Operational project(s) identified in this segment-see "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description

This SB freeway segment begins at Bridge Bay Interchange and ends at Fawndale Road Interchange. The segment contains an rural interchange at Bridge Bay. There is a sign stating "Leaving National Recreation Area-Shasta Lake from the Shasta-Trinity National Forest." Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 24% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and one to five-foot inside shoulders. Two structures exist in this segment. One of the structures is known as the Pit River Bridge was built in 1942 by the Bureau of Reclamation as part of the Central Valley project. This bridge has a steel truss design supporting a concrete upper deck serving motorists on Interstate 5 and a lower railway used by Union Pacific Railroad. The median is mostly a sawtooth paved with a concrete barrier.

Parallel or Connecting Routes

Significant Land Uses

Segment in Shasta-Trinity National Forest. Development along I-5 in this segment includes federal and state land ownership with most of it being recreational natural lands such as Shasta Lake. Shasta Lake offers house boating, fishing, and camping. In this segment, Bridge Bay Resort features lodging, dining, grocery store/tackle and bait shop, and a marina. Future development is expected to be limited with federal and state land ownership, rough topography, and limited availability of water. At times the Bureau of Reclamation has discussed raising Shasta Dam for more water storage. If this occurs, there would need to be new alignment and a new bridge.

Traffic Projections

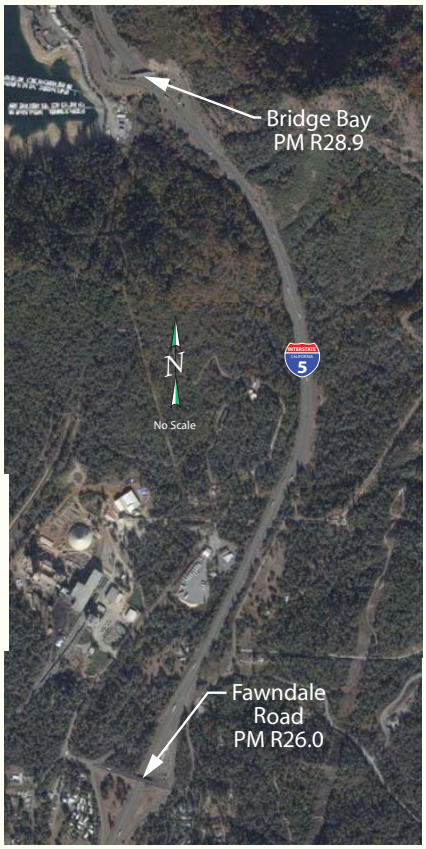
Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2010. Improve Pit River Bridge. Add southbound truck climbing lane. Improve traffic operations through ITS.

General Issues

Downhill grade in the SB direction. Curvilinear freeway segment because of traveling through the Sacramento River Canyon. High percentage of truck traffic limits maneuverability (creates rolling queues). Parallels the Sacramento River and contains the Pit River Bridge over Shasta Lake. The Pit River bridge contains an upper deck serving motorists and a lower deck used by Union Pacific Railroad. This bridge is 64-years old and near the end of its service life. Harsh winter conditions can cause the route to be closed or traffic maybe detoured. Few alternative routes and limited detours. Limited services available. Slope instability. Curvilinear road.



Caltrans

Segment 25
Shasta County
PM R28.9/R26.0 SB

D2

I-5 Project Sheet
Segment 25 SB-Bridge Bay to Fawndale (Shasta PM R28.9/R26.0)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
Mountain Gate CAPM	**Roadway Preservation**	**SHA R23.0/R26.2**	**2002**	**SHOPP**	**$4,585,000**	**Caltrans**
Improve ride on road.						
Gilman Median Barrier	**Safety**	**SHA R34.2/R51.8**	**2003**	**SHOPP**	**$8,932,00**	**Caltrans**
Collision reduction.						
Pit River Deck	**Emergency Response**	**SHA 27.4/R29.0**	**2006**	**Emergency FA**	**$6,500,000**	**Caltrans**
Repair bridge deck.						
Pit River Bridge Deck Protective Structure	**Bridge Rehabilitation**	**SHA R25.9/R31.2**	**2008**	**SHOPP**	**$7,000,000**	**Caltrans**
Construct protective structure.						
In-Progress						
Pit River Deck	**Bridge Preservation**	**SHA R28.0/R29.0**	**2006**	**SHOPP**	**$33,810,000**	**Caltrans**
Construct new deck.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations						
Pit River Bridge	**Bridge Preservation**	**SHA R28.14**	**2014**	**Ten-Year SHOPP**	**$10,000,000**	**Caltrans**
Seismic Retrofit						
Pit River Bridge	**Bridge Replacement**	**SHA R28.14**	**2017**	**Ten-Year SHOPP**	**$400,000,000**	**Caltans**
Bridge replacement.						
Truck Climbing Lane	**Operational Improvements**	**SHA R28.9/ SHA R26.0**	**2025**	**Ten-Year SHOPP**	**TBD**	**Caltrans**
Add southbound truck climbing lane.						

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA026NB **Length Miles:** 7.1

Location Bridge Bay Overcrossing to O'Brien Road-NB **Directional:** Yes. NB.

PM Limit R28.9 / R36.0 **Exit #'s:** 690, 692, 694, 695

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Allowed

Facility Concept

Present: Four-lane freeway

Twenty-Year: Four-lane freeway

Long Range: Four-lane freeway

Future Design Concept

Design Speed: 50-80 mph

Clear Recovery: 30 ft

Typical Section: 4 lanes with climbing lane. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.88

Number of Lanes: 4

Terrain: Mountainous

Grade: 5.0% (6.5% max)

Percent Trucks: 26%

Percent RVs: 2%

K factor: 0.12

Interchange Density: 0.33

Directional Split: 54% (North)

Climbing Lane (s): Yes. R31.224/R32.480

Lane Width: 12 ft

In/Outside Shoulder: 5 ft/10 ft

Posted Speed: 65 mph (curve warnings)

Median Barrier: Yes

Median Width: 4-99 ft

Median Type: Separate Grades

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	11100	1300	24.5	C	
2010	13100	1600	29.4	D	
2015	14700	1800	34.8	D	
2020	16500	2000	41.2	E	
2025	18000	2200	42.7	E	C
2030	19700	2400	44.1	E	D

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.

[1]Operational project(s) identified in this segment-see "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description

This NB freeway segment begins at Bridge Bay Road Interchange and ends at O'Brien Mountain Road Interchange. This segment has independent alignment. The segment contains two rural interchanges at Turntable Bay Road and O'Brien Mountain Road. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 24% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. There is a climbing lane at PM R31.224/R32.480. Five structures exist in this segment. The O'Brien Roadside Rest Area (PM R31.033) is located in this segment. The median is on separate grades with no barrier.

Parallel or Connecting Routes

Significant Land Uses

Segment in Shasta-Trinity National Forest. Development along I-5 in this segment includes federal and state land ownership with most of it being recreational natural lands such as Shasta Lake. Shasta Lake offers house boating, fishing, and camping. In this segment off the O'Brien Mountain Exit, Shasta Caverns provides an tourist adventure to some caverns. O"Brien Mountain also has some well-placed home sites overlooking Shasta Lake. Turntable Bay Road has a development proposal to improve the quality of facilities and services currently provided by Digger Bay Marina through relocation of the marina operations to Turntable Bay. Specifically, the purpose is to provide a full-service, recreational marina on Shasta Lake that includes a launch ramp capable of operating at varying lake levels, a minimum of 100 additional public moorage facilities, adequate parking to support provided services, boat rentals, a retail store, fuel for vessels, potable water, refuse disposal, and public restrooms. Additional future development is expected to be limited with federal and state land ownership, rough topography, and limited availability of water.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2010. Extend northbound truck climbing lane. Improve traffic operations through ITS.

General Issues

Uphill grade in the northbound direction. Curvilinear freeway segment because of traveling through the Sacramento River Canyon. High percentage of truck traffic limits maneuverability (creates rolling queues). Harsh winter conditions can cause the route to be closed or traffic maybe detoured. Few alternative routes and limited detours. Limited services available. Slope instability.

Caltrans

Segment 26
Shasta County
PM R28.9/R36.0 NB

D2

5 Project Sheet
Segment 26 NB-Bridge Bay to O'Brien Road (Shasta PM R28.9/R36.0)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
Gilman Median Barrier	**Safety**	**SHA R34.2/R51.8**	**2003**	**SHOPP**	**$8,932,00**	**Caltrans**
Collision reduction.						
Pit River Deck	**Emergency Response**	**SHA 27.4/R29.0**	**2006**	**Emergency FA**	**$6,5000,000**	**Caltrans**
Repair bridge deck.						
Pit River Deck	**Bridge Preservation**	**SHA R28.0/R29.0**	**2006**	**SHOPP**	**$33,810,000**	**Caltrans**
Construct new deck.						
Pit River Bridge Deck Protective Structure	**Bridge Rehabilitation**	**SHA R25.9/R31.2**	**2006**	**SHOPP**	**$7,000,000**	**Caltrans**
Construct protective structure.						
In-Progress						
North Cottonwood (06-0038L), Sweetbriar (06-0115), and Tunnel Gulch Viaduct (06-0131R)	**Bridge Seismic Restoration**	**SHA R1.9, R30.6, R61.8**	**2011**	**SHOPP**	**$10,600,000**	**Caltrans**
SHA 5 seismic strengthening.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Sidehill 06-0042L and Dog Creek 06-0027	**Bridge Preservation**	**SHA R29.72 and R45.54**	**2012**	**Ten-Year SHOPP**	**$8,200,000**	**Caltrans**
Seismic strengthening of bridges.						
Truck Climbing Lane	**Operational Improvements**	**SHA R31.224/R32.480**	**2025**	**Ten-Year SHOPP**	**TBD**	**Caltrans**
Extend length of northbound truck climbing lane located at SHA R31.224/R32.480.						

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA026SB **Length Miles:** 7.1

Location O'Brien Road to Bridge Bay Overcrossing-SB **Directional:** Yes. SB.

PM Limit R36.0 / R28.9 **Exit #'s:** 695, 693, 692, 690

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Allowed

Facility Concept

Present: Four-lane freeway

Twenty-Year: Four-lane freeway

Long Range: Four-lane freeway

Future Design Concept

Design Speed: 50-80 mph

Clear Recovery: 30 ft

Typical Section: 4 lanes with climbing lane. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.88

Number of Lanes: 4

Terrain: Rolling

Grade: N/A

Percent Trucks: 26%

Percent RVs: 2%

K factor: 0.12

Interchange Density: 0.33

Directional Split: 57% (South pm)

Climbing Lane (s): Yes. R31.968/R30.606

Lane Width: 12 ft

In/Outside Shoulder: 5 ft/10 ft

Posted Speed: 65 mph (curve warnings)

Median Barrier: Yes

Median Width: 4-99 ft

Median Type: Separate Grades

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	11700	1400	15.8	B	
2010	13800	1700	18.7	B	
2015	15600	1900	21.0	C	
2020	17400	2100	23.6	C	
2025	19000	2300	25.9	C	
2030	20700	2500	29.1	D	B

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.

[1]Operational project(s) identified in this segment-see "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description

This SB freeway segment begins at O'Brien Mountain Road and ends at Bridge Bay Road Interchange. This segment has independent alignment. The segment contains three rural interchanges at Turntable Bay Road, Packers Bay Road, and O'Brien Mountain Road. This segment is outside the city limits. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 24% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. There are climbing lanes at PM R30.606/R31.968 and R36.784/R34.202. Five structures exist in this segment. The median is on separate grades with no barrier.

Parallel or Connecting Routes

Significant Land Uses

Segment in Shasta-Trinity National Forest. Development along I-5 in this segment includes federal and state land ownership with most of it being recreational natural lands such as Shasta Lake. Shasta Lake offers house boating, fishing, and camping. In this segment off the O'Brien Mountain Exit, Shasta Caverns provides an tourist adventure to some caverns. O"Brien Mountain also has some well-placed home sites overlooking Shasta Lake. Packers Bay Road has a full service marina. Turntable Bay Road has a development proposal to improve the quality of facilities and services currently provided by Digger Bay Marina through relocation of the marina operations to Turntable Bay. Specifically, the purpose is to provide a full-service, recreational marina on Shasta Lake that includes a launch ramp capable of operating at varying lake levels, a minimum of 100 additional public moorage facilities, adequate parking to support provided services, boat rentals, a retail store, fuel for vessels, potable water, refuse disposal, and public restrooms. Additional future development is expected to be limited with federal and state land ownership, rough topography, and limited availability of water.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2030. Extend length of southbound truck climbing lane. Improve traffic operations through ITS.

General Issues

Downhill grade in the southbound direction. Curvilinear freeway segment because of traveling through the Sacramento River Canyon. High percentage of truck traffic limits maneuverability (creates rolling queues). This segment contains the Harsh winter conditions can cause the route to be closed or traffic maybe detoured. Few alternative routes and limited detours. Limited services available. Slope instability.

Caltrans

Segment 26
Shasta County
PM R36.0/R28.9 SB

D2

I-5 Project Sheet
Segment 26 SB-O'Brien Road to Bridge Bay (Shasta PM R36.0/R28.9)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
Gilman Median Barrier	**Safety**	**SHA R34.2/R51.8**	**2003**	**SHOPP**	**$8,932,00**	**Caltrans**
Collision reduction.						
Pit River Deck	**Emergency Response**	**SHA 27.4/R29.0**	**2006**	**Emergency FA**	**$6,5000,000**	**Caltrans**
Repair bridge deck.						
Pit River Bridge Deck Protective Structure	**Bridge Rehabilitation**	**SHA R25.9/R31.2**	**2006**	**SHOPP**	**$7,000,000**	**Caltrans**
Construct protective structure.						
In-Progress						
Pit River Deck	**Bridge Preservation**	**SHA R28.0/R29.0**	**2007**	**SHOPP**	**$33,810,000**	**Caltrans**
Construct new deck.						
North Cottonwood (06-0038L), Sweetbriar (06-0115), and Tunnel Gulch Viaduct (06-0131R)	**Bridge Seismic Restoration**	**SHA R1.9, R30.6, R61.8**	**2011**	**SHOPP**	**$10,600,000**	**Caltrans**
SHA 5 seismic strengthening.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Sidehill 06-0042L and Dog Creek 06-0027	**Bridge Preservation**	**SHA R29.72 and R45.54**	**2012**	**Ten-Year SHOPP**	**$8,200,000**	**Caltrans**
Seismic strengthening of bridges.						
Truck Climbing Lane	**Operational Improvements**	**SHA R31.968/R30.606**	**2025**	**Ten-Year SHOPP**	**TBD**	**Caltrans**
Extend length of southbound truck climbing lane located at SHA R31.968/R30.606.						

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA027NB **Length Miles:** 4.2

Location O'Brien Road to Antler Bridge-NB **Directional:** Yes. NB.

PM Limit R36.0 / R40.2 **Exit #'s:** 695, 698, 702

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Allowed

Facility Concept

Present: Four-lane freeway

Twenty-Year: Four-lane freeway

Long Range: Four-lane freeway

Future Design Concept

Design Speed: 50-80 mph

Clear Recovery: 30 ft

Typical Section: 4 lanes with climbing lane. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor:	0.88	**Climbing Lane (s):**	Yes. R37.3/R38.7
Number of Lanes:	4		
Terrain:	Mountainous	**Lane Width:**	12 ft
Grade:	5.0% (6.5% max)	**In/Outside Shoulder:**	5 ft/10 ft
Percent Trucks:	27%	**Posted Speed:**	65 mph
Percent RVs:	2%	**Median Barrier:**	Yes
K factor:	0.12	**Median Width:**	4-58 ft
Interchange Density:	0.17	**Median Type:**	Paved Concrete Barrier
Directional Split:	54% (North)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	10600	1300	22.4	C	
2010	12400	1500	26.1	D	
2015	13900	1700	30.1	D	
2020	15400	1800	35.7	E	
2025	16900	2000	38.3	E	C
2030	18400	2200	39.9	E	C

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.

[1]Operational project(s) identified in this segment-see "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description

This NB freeway segment begins at Bridge Bay Road Interchange and ends at Antler Bridge. The segment contains one rural interchange at Gilman Road. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 25% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Five structures exist in this segment. One of the structures is the Antler Bridge built in 1941 by the Bureau of Reclamation. There is the Salt Creek Sandhouse at PM R37.5. There is a climbing lane at PM R37.3/R38.7. The median is paved with a concrete barrier.

Parallel or Connecting Routes

Significant Land Uses

Segment in Shasta-Trinity National Forest. Gilman Road offers Hirz Bay Campground and Trail and boat ramps at Hirz Bay and Bailey Cove. Development along I-5 in this segment is limited due to extensive federal and state lands, rough topography, and limited availability of water. Future development is expected to continue to be limited.

Traffic Projections

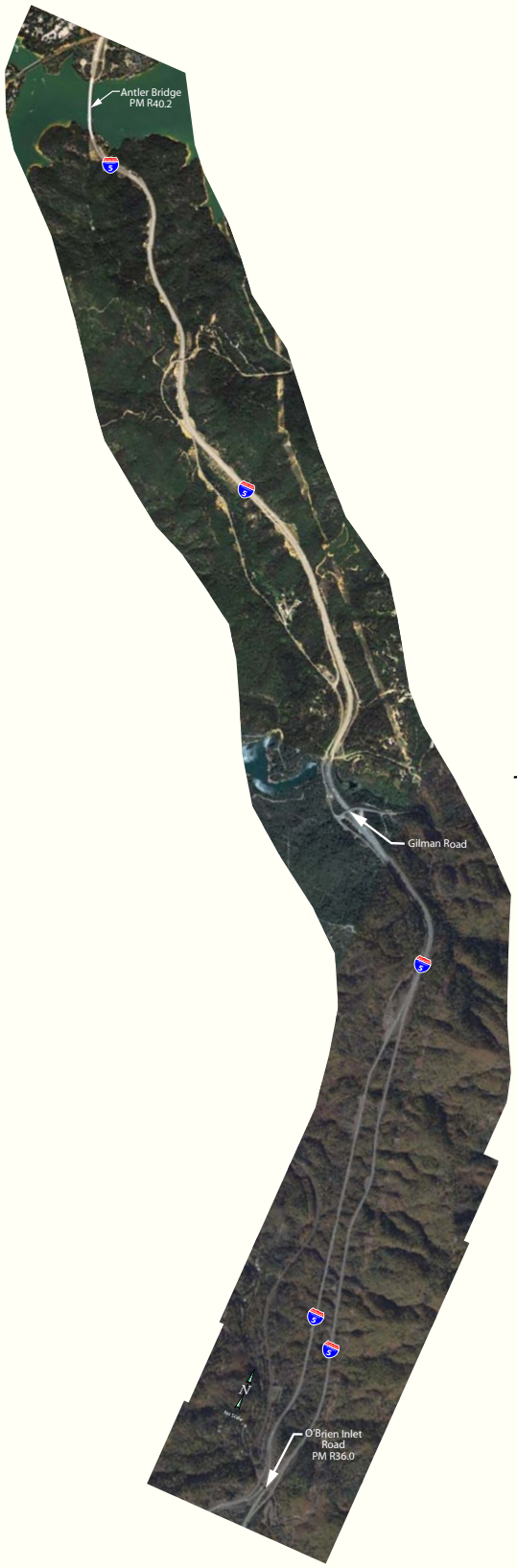
Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2010. Improve Antler Bridge and add southbound truck climbing lane by 2020. The bridge plans to have two northbound lanes and three southbound lanes, one of which is an extension of the existing truck-climbing lane that begins at the south end of the bridge. The truck climbing lane will be extended north to the railroad overcrossing.). Extend northbound truck climbing lane. Improve traffic operations through ITS.

General Issues

Uphill grade in northbound direction. Curvilinear freeway segment because of traveling through the Sacramento River Canyon. High percentage of truck traffic limits maneuverability (creates rolling queues). Parallels Shasta Lake and contains Antler Bridge over the Sacramento arm of Shasta Lake. Antler Bridge is scheduled for replacement. The bridge is at or near the end of its service life. Harsh winter conditions can cause the route to be closed or traffic maybe detoured. Few alternative routes and limited detours. Limited services available. Slope instability.



Caltrans

Segment 27
Shasta County
PM R36.0/R40.2 NB

D2

I-5 Project Sheet
Segment 27 NB-O'Brien to Antlers Bridge (Shasta PM R36.0/R40.2)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
Gilman Median Barrier	**Safety**	**SHA R34.2/R51.8**	**2003**	**SHOPP**	**$8,932,000**	**Caltrans**
Collision reduction.						
In-Progress						
Antlers Bridge Replacement	**Replace Bridge**	**SHA RR39.0/R41.2**	**2017**	**SHOPP**	**$190,000,000**	**Caltrans**
Replace bridge and extend southbound truck climbing lane.						
Lakehead SRRA	**ADA**	**SHA R43.1**	**2010**	**SHOPP**	**$3,819,000**	**Caltrans**
Upgrade facility for ADA requirements.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Truck Climbing Lane	**Operational Improvements**	**SHA R37.3/R38.7**	**2025**	**Ten-Year SHOPP**	**TBD**	**Caltrans**
Extend length of northbound truck climbing lane located at SHA R37.3/R38.7.						

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA027SB **Length Miles:** 4.2

Location Antler Bridge to O'Brien Road-SB **Directional:** Yes. SB.

PM Limit R40.2 / R36.0 **Exit #'s:** 702, 698, 695

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Allowed

Facility Concept

Present: Four-lane freeway

Twenty-Year: Four-lane freeway

Long Range: Four-lane freeway

Future Design Concept

Design Speed: 50-80 mph

Clear Recovery: 30 ft

Typical Section: 4 lanes with climbing lane. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor:	0.88	**Climbing Lane (s):**	Yes. R39.016/R38.065
Number of Lanes:	4		
Terrain:	Rolling	**Lane Width:**	12 ft
Grade:	N/A	**In/Outside Shoulder:**	5 ft/10 ft
Percent Trucks:	27%	**Posted Speed:**	65 mph
Percent RVs:	2%	**Median Barrier:**	Yes
K factor:	0.12	**Median Width:**	4-58 ft
Interchange Density:	0.17	**Median Type:**	Paved Concrete Barrier
Directional Split:	57% (South pm)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	11200	1300	18.0	C	
2010	13100	1600	22.1	C	
2015	14600	1750	26.2	D	
2020	16300	1950	18.2	B[1]	
2025	17800	2100	21.2	C[1]	
2030	19400	2300	23.9	C[1]	

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.

[1]Year 2020 reflects completion of Antler Bridge Project. Project will replace bridge and add southbound truck climbing lane.

Interstate 5 Segment Fact Sheet

Segment Description

This SB freeway segment begins at Antler Bridge and ends at O'Brien Road. This segment has independent alignment. The segment contains one rural interchange at Gilman Road. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 25% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Five structures exist in this segment. One of the structures is the Antler Bridge built in 1941 by the Bureau of Reclamation.. There is a climbing lane at PM R39.994/R38.948. The median is paved with a concrete barrier.

Parallel or Connecting Routes

Significant Land Uses

Segment in Shasta-Trinity National Forest. Development along I-5 in this segment is limited due to extensive federal and state lands, rough topography, and limited availability of water. Future development is expected to continue to be limited.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2015. Improve Antler Bridge and add southbound truck climbing lane. The bridge plans to have two northbound lanes and three southbound lanes, one of which is an extension of the existing truck-climbing lane that begins at the south end of the bridge. The truck climbing lane will be extended north to the railroad overcrossing. Extend southbound truck climbing lane. Improve traffic operations through ITS.

General Issues

Uphill grade in northbound direction. Curvilinear freeway segment because of traveling through the Sacramento River Canyon. High percentage of truck traffic limits maneuverability (creates rolling queues). Parallels Shasta Lake and contains Antler Bridge over the Sacramento arm of Shasta Lake. Antler Bridge is scheduled for replacement. The bridge is at or near the end of its service life. Harsh winter conditions can cause the route to be closed or traffic maybe detoured. Few alternative routes and limited detours. Limited services available. Slope instability.

Caltrans

Segment 27
Shasta County
PM R40.2/R36.0 SB

D2

I-5 Project Sheet
Segment 27 SB-Antlers Bridge to Bridge Bay (Shasta PM R40.2/R36.0)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
Gilman Median Barrier	**Safety**	**SHA R34.2/R51.8**	**2003**	**SHOPP**	**$8,932,000**	**Caltrans**
Collision reduction.						
In-Progress						
Antlers Bridge Replacement	**Replace Bridge**	**SHA RR39.0/R41.2**	**2017**	**SHOPP**	**$190,000,000**	**Caltrans**
Replace bridge and extend southbound truck climbing lane.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Truck Climbing Lanes	**Operational Improvements**	**SHA R36.787/R34.202**				
Extend length of southbound truck climbing lane at R36.787.						

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA028NB **Length Miles:** 26.8

Location Antler Bridge to Shasta/Siskiyou County Line-NB **Directional:** Yes. NB.

PM Limit R40.2 / R67.0 **Exit #'s:** 702, 704, 707, 710, 712, 714, 718, 720, 721, 723, 724, 726, 727, 728

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Allowed

Facility Concept

Present: Four-lane freeway

Twenty-Year: Four-lane freeway

Long Range: Four-lane freeway

Future Design Concept

Design Speed: 50-80 mph

Clear Recovery: 30 ft

Typical Section: 4 lanes with climbing lane. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor:	0.88	**Climbing Lane (s):**	Yes. R49.213/R49.754
Number of Lanes:	4		
Terrain:	Mountainous	**Lane Width:**	12 ft
Grade:	5.0%	**In/Outside Shoulder:**	5 ft/10 ft
Percent Trucks:	27%	**Posted Speed:**	65 mph (curve warnings)
Percent RVs:	2%	**Median Barrier:**	Yes
K factor:	0.12	**Median Width:**	4-99 ft
Interchange Density:	0.48	**Median Type:**	Paved; Unpaved; Separate Structures; Separate Grades; Sawtooth
Directional Split:	54% (North pm)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	10500	1300	25.0	C	
2010	11700	1400	28.0	D	
2015	13200	1600	32.1	D	
2020	14700	1800	37.9	E	
2025	16000	1900	44.6	E	C
2030	17500	2100	49.5	F	D

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.

[1]Operational project(s) identified in this segment-see "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

Interstate 5 Segment Fact Sheet

Segment Description

This NB freeway segment begins at Antler Bridge and ends at Shasta/Siskiyou County Line. The segment contains thirteen rural interchanges at Lakeshore Drive, Lakehead Drive, Vollmers Road, La Moine, Pollard Flat, Gibson Road, Sims Road, Flume Creek Road, Conant Road, Sweetbriar Avenue, Castella, Soda Creek Road, and Castle Crags Drive. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 24% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Twenty-two structures exist in this segment. The Castella Vista Point (PM R62.49) is located in this segment. There are locations to put chains on in this segment. Gibson Maintenance Station with a sandhouse is in this segment (PM R52.9). There is a climbing lane at PM R49.213//R49.754. The median is paved with a concrete barrier.

Parallel or Connecting Routes

Significant Land Uses

Segment in Shasta-Trinity National Forest. The community of Lakehead has general commercial, camping, and two boat ramps. Pollard Flat and Castella have a small section of general commercial, and the rest of the communities have no services. The Castella Exit contains Castle Crags State Park with swimming and fishing in the Sacramento River, hiking in the back country, and a view of Mount Shasta. There are developed and undeveloped campsites. The park features 28 miles of hiking trails, including a 2.7 mile access trail to Castle Crags Wilderness, part of the Shasta-Trinity National Forest. The Pacific Crest Trail also passes through the park. Crag View Drive contains the Railroad Park Resort with antique rail cars. Development along I-5 in this segment is limited due to extensive federal and state lands, rough topography, and limited availability of water. Future development is expected to continue to be limited.

Traffic Projections

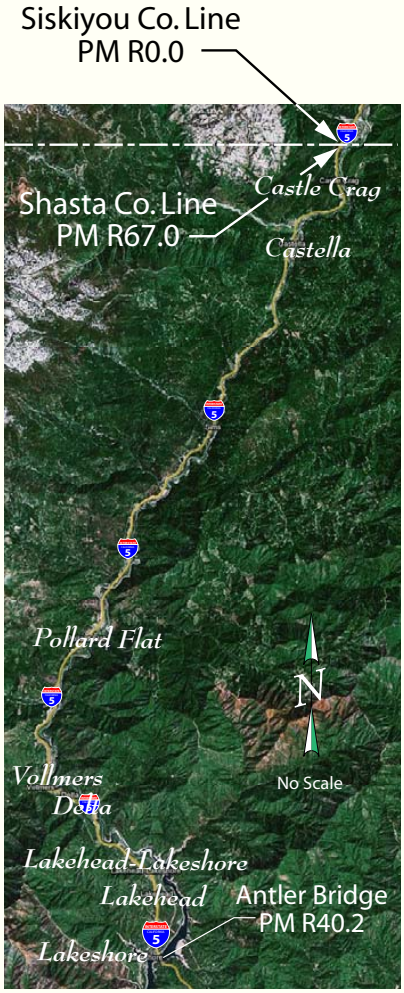
Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2010. Improve Antler Bridge and extend southbound truck climbing lane. The bridge will plans to have two northbound lanes and three southbound lanes, one of which is an extension of the existing truck-climbing lane that begins at the south end of the bridge. The truck climbing lane will be extended north to the railroad overcrossing. Extend northbound truck climbing lane. Improve traffic operations through ITS.

General Issues

Curvilinear freeway segment because of traveling through the Sacramento River Canyon. Multiple grade changes throughout segment. High percentage of truck traffic limits maneuverability (creates rolling queues). Harsh winter conditions can cause the route to be closed or traffic maybe detoured. Few alternative routes and limited detours. Limited services available. Slope instability. Deer and bear crossing.



Caltrans

Segment 28
Shasta County
PM R40.2/R67.0 NB

D2

I-5 Project Sheet
Segment 28 NB-Antlers Bridge to Siskiyou County Line (Shasta PM R40.2/R67.0)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
In-Progress						
Flume Creek CAPM	**Roadway Preservation**	**SHA R58.0/R67.0**	**2007**	**SHOPP**	**$19,400,000**	**Caltrans**
Resurface asphalt concrete.						
Antlers Bridge Replacement	**Replace Bridge**	**SHA RR39.0/R41.2**	**2017**	**SHOPP**	**$190,000,000**	**Caltrans**
Replace bridge and add southbound truck climbing lane.						
Castella Vista Point	**Upgrade Vista Point**	**SHA R 62.3**	**2009**	**STIP TE**	**$243,000**	**Caltrans**
Improve vista point.						
North Cottonwood (06-0038L), Sweetbriar (06-0115), and Tunnel Gulch Viaduct (06-0131R)	**Bridge Seismic Restoration**	**SHA R1.9, R30.6, R61.8**	**2011**	**SHOPP**	**$10,600,000**	**Caltrans**
SHA 5 seismic strengthening.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Upper Canyon Pavement Focus	**Roadway Rehabilitation**	**SHA R44.0/R58.0**	**2011**	**SHOPP**	**$63,500,000**	**Caltrans**
Rehabilitate pavement.						
Castella Vista Point	**Upgrade Vista Point**	**SHA R 62.3**	**2009**	**SHOPP**	**$243,000**	**Caltrans**
Improve vista point.						
Shasta Lake Viaduct and Dog Creek Bridge	**Bridge Seismic Restoration**	**SHA R 45.5**	**2012**	**Ten-Year SHOPP**	**$3,000,000**	**Caltrans**
Bridge seismic restoration.						
Sidehill 06-0042L and Dog Creek 06-0027	**Bridge Preservation**	**SHA R29.72 and R45.54**	**2012**	**Ten-Year SHOPP**	**$8,200,000**	**Caltrans**
Seismic strengthening of bridges.						
Truck Climbing Lane	**Operational Improvements**	**Between SHA R49.213/R49.754**	**2025**	**Ten-Year SHOPP**	**TBD**	**Caltrans**
Extend northbound truck climbing lane located at SHA R49.213/R49.754.						

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA028SB **Length Miles:** 26.8

Location Shasta/Siskiyou County Line to Antler Bridge-SB **Directional:** Yes. SB.

PM Limit R67.0 / R40.2 **Exit #'s:** 728, 726, 724, 723, 721, 720, 718, 714, 712, 710, 707, 705, 704, 702

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Allowed

Facility Concept

Present: Four-lane freeway

Twenty-Year: Four-lane freeway

Long Range: Four-lane freeway

Future Design Concept

Design Speed: 50-80 mph

Clear Recovery: 30 ft

Typical Section: 4 lanes with truck climbing lane. 12-ft lane width; 5-ft inside shoulder; 10-ft outside

Concept LOS

C/D

Current Highway Information

Peak Hour Factor:	0.88	**Climbing Lane (s):**	No
Number of Lanes:	4		
Terrain:	Level	**Lane Width:**	12 ft
Grade:	N/A	**In/Outside Shoulder:**	5 ft/10 ft
Percent Trucks:	27%	**Posted Speed:**	65 mph (curve warnings)
Percent RVs:	2%	**Median Barrier:**	Yes
K factor:	0.12	**Median Width:**	4-99 ft
Interchange Density:	0.48	**Median Type:**	Paved; Unpaved; Separate Structures; Separate Grades; Sawtooth
Directional Split:	51% South)		

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	10000	1200	18.1	B	
2010	11100	1300	20.6	B	
2015	12400	1500	23.2	B	
2020	13900	1700	25.8	C	
2025	15100	1800	28.2	C	
2030	16500	2000	31.0	C	

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.

[1]No capacity-increasing projects identified for this segment.

Interstate 5 Segment Fact Sheet

Segment Description

This SB freeway segment begins at Shasta/Siskiyou County Line at ends at Antler Bridge. The segment contains thirteen rural interchanges at Lakeshore Drive, Lakehead Drive, Vollmers Road, La Moine, Pollard Flat, Gibson Road, Sims Road, Flume Creek Road, Conant Road, Sweetbriar Avenue, Castella, Soda Creek Road, and Castle Crags Drive. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 25% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Twenty-two structures exist in this segment. The Lakehead Roadside Rest Area (PM R43.338) is located in this segment. The median is paved with a concrete barrier.

Parallel or Connecting Routes

Significant Land Uses

Segment in Shasta-Trinity National Forest. The community of Lakehead has general commercial, camping, and two boat ramps. Pollard Flat and Castella have a small section of general commercial, and the rest of the communities have no services. The Castella Exit contains Castle Crags State Park with swimming and fishing in the Sacramento River, hiking in the back country, and a view of Mount Shasta. There are developed and undeveloped campsites. The park features 28 miles of hiking trails, including a 2.7 mile access trail to Castle Crags Wilderness, part of the Shasta-Trinity National Forest. The Pacific Crest Trail also passes through the park. Crag View Drive contains the Railroad Park Resort with antique rail cars. Development along I-5 in this segment is limited due to extensive federal and state lands, rough topography, and limited availability of water. Future development is expected to continue to be limited.

Traffic Projections

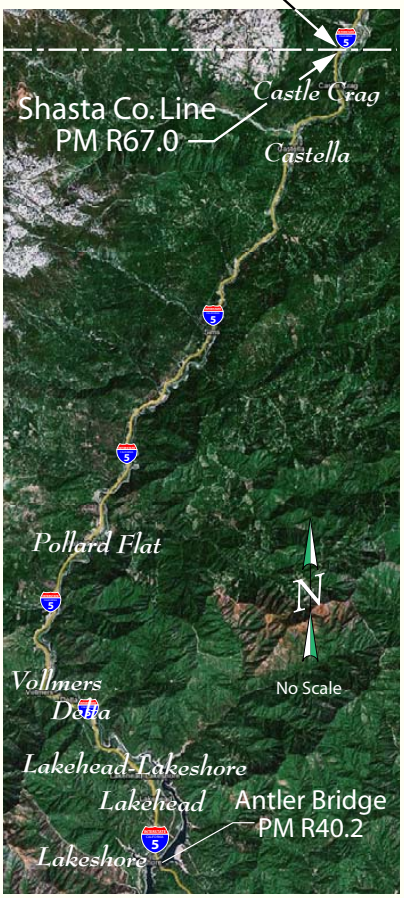
Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2025. Improve Antler Bridge and extend truck climbing lane (The bridge will plans to have two northbound lanes and three southbound lanes, one of which is an extension of the existing truck-climbing lane that begins at the south end of the bridge. The truck climbing lane will be extended north to the railroad overcrossing.) Improve traffic operations through ITS.

General Issues

Uphill grade in the northbound direction. High percentage of truck traffic limits maneuverability (creates rolling queues). Harsh winter conditions can cause the route to be closed or traffic maybe detoured. Few alternative routes and limited detours. Limited services available. Slope instability. Deer and bear crossing.



Caltrans

Segment 28
Shasta County
PM R67.0/R40.2 SB

D2

I-5 Project Sheet
Segment 28 SB-Shasta/Siskiyou County Line to Antlers Bridge (Shasta PM R67.9/RR40.2)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
Gibson Maintenance Station	**Maintenance Facilities**	**SHA R52.9**	**2005**	**SHOPP**	**$2,365,000**	**Caltrans**
Upgrade facility.						
In-Progress						
Flume Creek CAPM	**Roadway Preservation**	**SHA R58.0/R67.0**	**2007**	**SHOPP**	**$19,400,000**	**Caltrans**
Resurface asphalt concrete.						
Antlers Bridge Replacement	**Replace Bridge**	**SHA RR39.0/R41.2**	**2017**	**SHOPP**	**$190,000,000**	**Caltrans**
Replace bridge and add southbound truck climbing lane.						
Lakehead Median Barrier	**Safety**	**SHA R43.1/R55.0**	**2003**	**SHOPP**	**$5,602,000**	**Caltrans**
Collision reduction.						
Lakehead Rehabilitation	**Roadway Preservation**	**SHA R40.4/R44.4**	**2006**	**SHOPP**	**$13,350,000**	**Caltrans**
Rehabilitate roadway.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
North Cottonwood, Sweetbriar, and Tunnel Gulch Viaduct	**Bridge Seismic Restoration**	**SHA R1.9, R30.6, R61.8**	**2011**	**SHOPP**	**$10,600,000**	**Caltrans**
SHA 5 seismic strengthening.						
Upper Canyon Pavement Focus	**Roadway Rehabilitation**	**SHA R44.0/R58.0**	**2011**	**SHOPP**	**$63,500,000**	**Caltrans**
Rehabilitate pavement.						
Seismic Retrofit-Shasta Lake Viaduct and Dog Creek Bridge	**Bridge Seismic Restoration**	**SHA R 45.5**	**2012**	**TEN-YEAR SHOPP**	**$3,000,000**	**Caltrans**
Bridge seismic restoration.						
Sidehill 06-0042L, Tunnel Gulch 06-131R, Dog Creek 06-0027, Sweetbriar 06-115	**Bridge Preservation**	**SHA R29.72, R30.55, R45.54, R61.75**	**2012**	**Ten-Year SHOPP**	**$8,200,000**	**Caltrans**
Seismic strengthening of bridges.						